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SOURCE Motoryzacja, Wydawnictwa Komunikacyjne, No 3, 1950.CONSERVATION OF AUTOMOBILE PARTS IN POLAND

The resolution of the Economic Committee of the Council of Ministers of 29 November 1949 requires Motozbyt to handle all major and minor repairs, checkups, and other services on all standard-model vehicles except those handled by the Transportation Equipment Enterprises and TOR (Technical Farm Services). Motozbyt will organize a nationwide network of repair shops and service stations for this purpose.

Independently, the Union of Worker's Cooperatives will organize existing and newly created workers' cooperatives into a network of repair shops and service stations to service other than standard model vehicles. These cooperatives will be responsible for: technical services and repairs; purchasing, sorting, and storing spare parts; and purchasing and dismantling scrapped vehicles.

In this connection, the Ministry of Transportation will work out a directive which will bring up to date orders issued in 1948 on procedures to be used in disposing of other than standard and surplus vehicles. The purpose is to maintain in service a substantial number of nonstandard vehicles, owned mostly by socialized institutions. This will keep to a minimum imports of vehicles while domestic production of motor vehicles is still insufficient. Up to the present, surplus and nonstandard vehicles have been sold at auction, which was costly and unsatisfactory, inasmuch as the vehicles were usually purchased by middlemen. This also resulted in the accumulation of usable scrap in warehouses while potential consumers put up with shortages. The warehouses, in turn, sent the scrap to the Central Office of Scrap Metal for remelting. A new ruling now prohibits the remelting of usable parts.

The State Economic Planning Commission has established the following procedure for the sale of usable automotive scrap by the Central Office of Scrap Metal: (1) usable scrapped automotive parts may be sold without limit to state, local government, and cooperative institutions which require it; (2) private enterprises, institutions, and individuals may purchase scrapped parts only on the recommendation of wojewodstwo Departments of Transportation;

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(3) no scrapped parts may be transferred to metallurgical plants if there is any possibility that they can be used. Inasmuch as workers' cooperatives are to be responsible for the repair of nonstandard automotive vehicles, they will be authorized to examine, grade, and purchase any scrapped parts that are still usable.

Wojewodztwo Departments of Transportation may authorize private enterprises, institutions, and individuals to purchase scrapped automotive parts from Central Office of Scrap Metal on the basis of applications explaining how the scrapped parts are to be used.

First priority for the purchase of spare parts should be given to schools and educational organizations, institutions conducting automotive training courses, shock workers, active social and political workers, innovators, licensed transportation enterprises, taxi owners, and members of automobile clubs. Purchase rights should not be given to private firms and individuals engaged in the resale of automotive equipment.

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